



SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation

**Federal Aviation
Administration**

CE-05-66
July 7, 2005

<http://www.faa.gov/aircraft/safety/alerts/>

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin alerts you, owners and operators of **EADS-PZL "Warszawa-Okęcie" S.A. (formerly owned by Panstwowe Zakłady Lotnicze) PZL-104 Wilga 32, PZL-104 Wilga 35/35A, PZL-104 Wilga 80, PZL-104M Wilga 2000, PZL-104MN Wilga 2000, and PZL-104MF Wilga 2000 airplanes** (all serial numbers), that the Civil Aviation Office (CAO) of the Republic of Poland issued Polish Airworthiness Directive (AD) Nr. SP-0004-2005-A, dated of May 17, 2005, requiring an inspection of the rotational control rod in the elevator control system.

Background

An occurrence happened where the adjustment forked end of the rotational control rod in the elevator control system has become loose, which resulted in decoupling and blockage of the control system and, as a consequence, an accident of a PZL-104 Wilga 35 airplane.

The CAO AD requires owners/operators of Polish registered airplanes to do the following:

- Inspect the rotational control rod, part number WM261610, to determine whether the adjustment forked end is correctly secured with a safety nut.
- The inspection should be done before further flight after receipt of the CAO AD.

- If the adjustment forked end is appropriately secured (the safety nut tightened), the operator should record the inspection in the airplane logbook.

- If the adjustment forked end is not appropriately secured (the safety nut loose, not tightened), do the following:

- Secure the adjustment forked end (by way of pal-nut tightening);
- Check the adjustment of the control system and elevator deflection angles and make the appropriate adjustments, when necessary;
- Record the inspection in the airplane log book.
- Report to the airplane manufacturer if the rotational control rod(s) were not correctly secured.

Note: For airplanes with a dual control system, the rotational control rods must be checked on both controls.

Recommendation

We highly recommend that you, operators of all models of the PZL-104 Wilga, inspect the elevator rotational rod and secure the adjustment fork end, as necessary, as soon as possible. Report any findings of adjustment forked ends improperly secured to the FAA and to EADS-PZL. We also recommend you follow the manufacturer's maintenance manual and do this inspection every 50 or 100 hours time-in-service, depending on the type of airplane, and during your annual inspection.

For Further Information Contact:

Doug Rudolph, Aerospace Engineer, FAA
Small Airplane Directorate, ACE 112, 901
Locust, Room 301, Kansas City, MO 64106;
telephone: (816) 329-4059; facsimile: (816)
329-4090, email: doug.rudolph@faa.gov

For copies of PZL-104 Maintenance

Manual contact EADS-PZL “Warszawa-
Okęcie” S.A., Al. Krakowska 110/114, 00-
971, Warszawa, Poland.

[e-mail: eadspzl@pzl.eads.net](mailto:eadspzl@pzl.eads.net)

For a copy of the Republic of Poland

**Airworthiness Directive (AD) Nr. SP-0004-
2005-A, dated of May 17, 2005**, contact Civil
Aviation Office, Republic of Poland, ul.
Żelazna 59, 00-848 Warszawa, telephone:
(4822) 5207 334, facsimile: (4822) 5207 373.